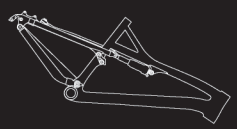

FSR OWNER'S MANUAL

S-WORKS / EPIC (26" & 29)

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All instructions are subject to change for improvement without notice.
Please visit www.specialized.com/tech for periodic tech updates.
OM0360 - Rev. B, May 2011

INTRODUCTION

Congratulations on your purchase and welcome to the finest line of suspension bikes available!

About Off Road, Stunt, Downhill and Freeriding

This manual is designed to be used in conjunction with the Bicycle Owner's Manual and owner's manuals supplied by the manufacturer of the front and rear suspension components. If you did not receive any of these manuals, download them from the Internet, contact your Specialized Authorized Dealer, or contact us by telephone. There may be more current manuals and technical information available. For the most current information, regularly check the Specialized web site or consult your Specialized Authorized Dealer. These manuals were written for an important reason: your safety while riding.

This manual contains many "Warnings" and "Cautions" concerning the consequences of failure to maintain or inspect your bicycle or of failure to follow safe cycling practices. The combination of the safety alert symbol and the word Warning indicates a potentially hazardous situation which, if not avoided, could result in serious injury or death. The combination of the safety alert symbol and the word Caution indicates a potentially hazardous situation which, if not avoided, may result in minor or moderate injury, or damage to your bicycle or a component. Because the consequences of not following a Warning usually include "you may lose control and fall," which could result in serious personal injury or death, we may not repeat this in conjunction with each Warning. Because it is impossible to anticipate every situation or condition which may occur, a practice or situation may be unsafe but not anticipated by this manual. So, don't forget to use your common sense.

WARNING! Make sure you have, review, and understand the warnings, instructions, and content of the manuals for your bicycle.

ABOUT OFF ROAD, STUNT, DOWNHILL AND FREERIDING

Downhill racing, severe off road riding, jumping, and stunt riding is extremely dangerous. Some downhill racers and freeriders reach speeds similar to motorcycles, thus face similar risks and hazards. When engaging in these activities, you, your bicycle and safety equipment must be in perfect condition. We recommend that at all times you wear appropriate safety gear, such as an approved full face helmet, full finger gloves, and body armor.

Not every bicycle is built for every activity. Check with your Specialized Authorized Dealer to make sure you have the right equipment.

No bicycle is indestructible. Downhill racing, severe off road riding, jumping, and stunt riding increases the stress on every part of your bicycle. Frames or parts under high stress may fail, causing you to lose control or fall. Because of the risk involved, Specialized recommends that you conduct a thorough inspection before each ride. If you miss a jump, ditch your bike in mid crash, dump or launch your bike without you on it, inspect yourself for injury, then carefully inspect your bicycle for damage.

Here is what you should look for when you inspect your bicycle for this type of riding: bent or broken components, such as the handlebar, handlebar stem, seatpost, pedals; dents, cracks, scratches, deformation, or discoloration. Because damage may be internal and hidden, if any of these signs are present, stop riding until your bicycle has been thoroughly inspected by a Specialized Authorized Dealer.

WARNING! Although many catalogs, advertisements and articles about bicycling depict riders racing, jumping, riding hard off road, and/or stunt riding, this activity is extremely dangerous, increases the rider's risk of injury or death, and potentially increases the severity of any injury. The action depicted is being performed by experts with many years of training and experience. Even with that training and experience, cyclists who engage in such activity often get seriously injured. It is also foreseeable that during some jumps or stunts, and even some races, that the rider will exceed the design capacity of the frame or components, which may result in something on the bicycle bending or breaking. If a frame or component bends or breaks, such may lead to loss of control, serious personal injury or death.

As activities such as racing, jumping, severe off road riding, and stunt riding are extremely dangerous, SAFETY should always be the first consideration. Don't ride in the race, ride hard off road, try the jump, or do the stunt, ***UNLESS YOU CAN DO SO SAFELY.*** Here are some additional recommendations:

- Take lessons from a competent instructor first.
- Do jumps or stunts only in areas designated for this type of riding.
- Start with easy jumps and easy stunts first, and slowly develop skills before trying more dangerous jumps or stunts.
- Wear appropriate safety gear, such as a full face helmet, body armor, full finger gloves, etc.
- Make sure by checking with your Specialized Authorized Dealer that your bike is suitable for the kind of activity you intend to engage in.
- Constantly inspect your bicycle for signs of stress: cracks in the paint; dents; crushing or bending of the frame; bent components. Do not ride your bicycle if it shows such signs of stress.
- Do not seek to bend or break the frame or components. Remember, ***SAFETY FIRST!!!***

Understand and recognize that the stresses imposed on your bike by riding at speed, jumping or stunt riding may break or damage parts of the bicycle, which may result in loss of control, serious injury or death.

Specialized does not warrant the bicycle frame or components for such activities, and expressly disclaims all warranties, including the warranty of fitness for particular purpose and merchantability.

Stunt riding, severe off road riding, jumping, or riding downhill at speed is extremely dangerous, and the rider voluntarily assumes the risk that the bicycle frame and/or its components will bend or break, and voluntarily assumes the risk of injury or death.

SERVICE AND MODIFICATIONS

Technological advances have made bicycles and bicycle components more complex, and the pace of innovation is increasing. It is impossible for this manual or the accompanying manuals to provide all of the information required to properly repair and/or maintain your bicycle. In order to help minimize the chances of an injury, it is critical for you to have work performed by a Specialized Authorized Dealer.

WARNING! Service on Specialized bicycles requires special knowledge and tools. Specialized recommends that all service and repairs be performed by a Specialized Authorized Dealer.

Your bicycle has been engineered and tested with specific components and parts. Because of the great variety in these items, it is impossible for Specialized to test and approve of all possible combinations. Modifying the frame, fork, or any of the components may make your bike unsafe. For example, changing the front suspension on your bicycle may alter the steering characteristics and/or add stresses to the frame which have not been tested for. If you must replace any component, have this done by a Specialized Authorized Dealer.

WARNING! Never modify your frame or bicycle in any way. Do not sand, drill, fill, or remove parts. Do not install incompatible forks or suspension parts. An improperly modified frame, fork, or component, can cause you to lose control and fall.

CAUTION: Any modification of your frame, fork, or components means that your bike no longer meets our specifications and therefore voids your warranty.

SEATPOST SETUP INFORMATION

SEATPOST MINIMUM INSERTION: To prevent damage to the frame, it's important to have a minimum amount of seatpost in the seat tube.

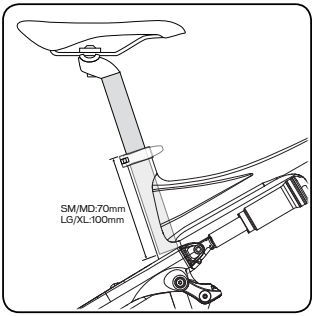
Carbon frames:

Small / Medium - 70mm insertion

Large / X-Large - 100mm insertion

Aluminum frames:

If you cannot see the seatpost tube through the seat tube hole, your seatpost is too far extended. If a greater saddle height is required, replace the seatpost with a longer one.



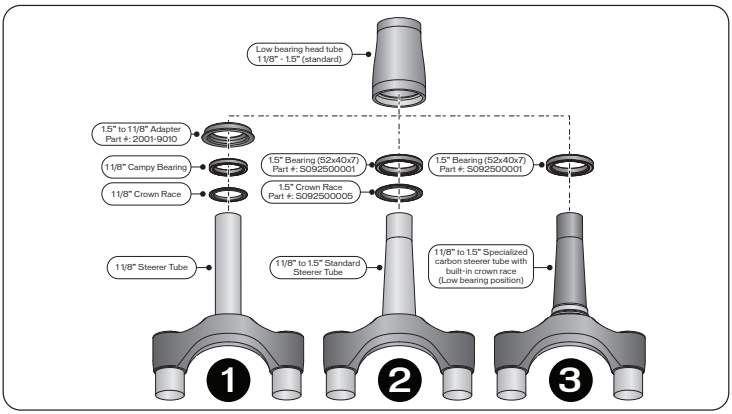
FORK SETUP INFORMATION

WARNING! Epic frames are compatible ONLY with single crown forks that have travel of 4.7" (120mm) or less (26" frame), or 3.94" (100mm) or less (29" frame) . Use of different styled forks or forks with longer travel may result in catastrophic failure of the frame which may result in serious personal injury or death.

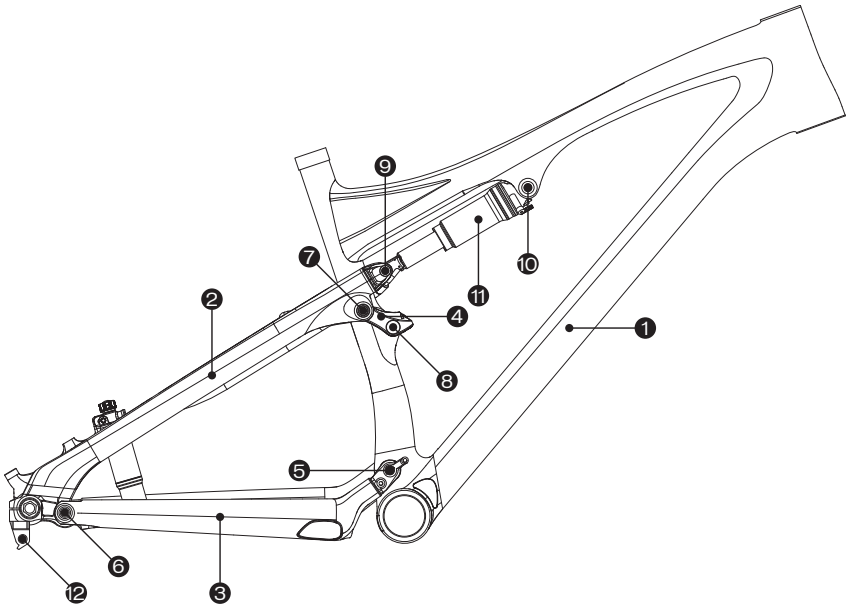
Certain Specialized frames and forks are equipped with tapered head tubes with a 1 1/8" upper bearing and a 1.5" lower bearing.

1. **Aftermarket brand fork with a 1 1/8" steerer tube**
   - Low position bearing adapter (Part # 2001-9010)
   - 1 1/8" Campy-style bearing
   - Crown race
2. **Aftermarket brand fork with 1 1/8" to 1.5" tapered steerer tube**
   - 1.5" lower bearing (part # S092500001)
   - Crown race (part # S092500005)
3. **Specialized fork with low position crown**
   - 1.5" lower bearing (part # S092500001)

NOTE: Specialized high crown forks are not compatible with frames with low position bearing.



FRAME FEATURES



1. Main Frame	5. Main Pivot / DMD	9. Lower Shock Eyelet
2. Seatstay	6. Dropout (Horst) Pivot	10. Upper Shock Eyelet
3. Chainstay	7. ϟ-Link @ Seatstay Pivot	11. Shock
4. ϟ-Link	8. ϟ-Link @ Frame Pivot	12. Replaceable Derailleur Hanger

FRAME LINKAGE ASSEMBLY

Specialized recommends following a specific order when assembling the rear triangle pivot locations of FSR suspension bike models (see illustration above).

1. Main pivot (#5)

2. Main link pivot (#8)

3. Either the Horst link pivot or the link @ seatstay pivot (#6 or #7).

Assembling the upper or lower pivots of the seatstay as a last step makes it easier to align the parts and hold the washers in place.

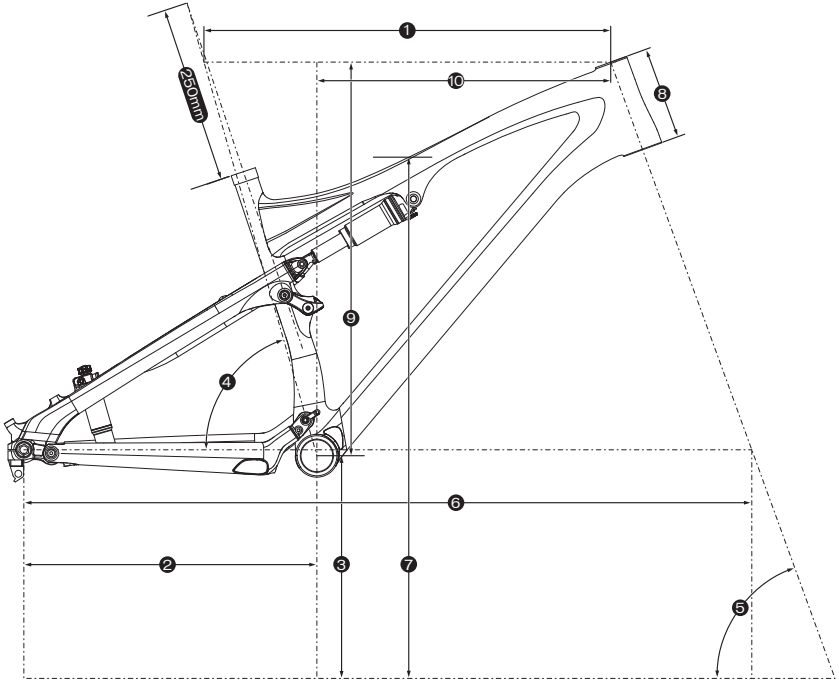
BOTTOM BRACKET ASSEMBLY

Certain Epic frames are equipped with 73mm PF30 bottom bracket shells. This design allows for the installation of Specialized OSBB carbon cranks, or the installation of different adapters to fit a variety of crank offerings. All documents are available at www.specialized.com

- For Specialized carbon crank installation, please refer to the carbon crank guide (IG0276 - Crankset - Carbon MTB crankset).
- For all other options, please refer to the crank compatibility guide (CG0308 -Bottom Bracket - Oversized MTB Bottom Bracket).

FRAME GEOMETRY

1. Top Tube Length[1]	4. Seat Tube Angle[3]	7. Standover Height[2]	10. Reach
2. Chainstay Length	5. Head Tube Angle	8. Head Tube Length	
3. BB Height	6. Wheelbase	9. Stack	



[1] TT length is the Horizontal Measurement from the center-line of the HT at the top of the HT to the center-line of the projected seat tube.

[2] Stand Over height is measured vertically at the centerpoint of the TT measurement.

[3] Effective Seat Tube Angle is measured from BB to 250mm above seat collar.

Headset: 1 1/8" top, 1.5" bottom

Seatpost diameter: 30.9mm

Front derailleur clamp: E-Type Direct Mount (DMD)

Carbon Frame Seat Collar: 36.9mm

Alloy Frame Seat Collar: 34.9mm

Carbon OSBB shell: PressFit 30 (73 x 46mm)

Standard BB shell: 73mm

26" Carbon rear triangle hub spacing: 142+

26" Alloy rear triangle hub spacing: 135mm

29 Carbon or alloy rear triangle hub spacing: 142+

EPIC 29

	SMALL		MEDIUM		LARGE		X-LARGE	
1	554	21.81“	589	23.19“	615	24.21“	641	25.24“
2	448	17.64“	448	17.64“	448	17.64“	448	17.64“
3	331	13.01“	331	13.01“	331	13.01“	331	13.01“
4	74°		74°		74°		74°	
5	70.5°		70.5°		70.5°		70.5°	
6	1075	42.32“	1109	43.66"	1136	44.72“	1163	45.79“
7	755	29.72“	766	30.15“	775	30.51”	790	31.10“
8	90	3.54”	110	4.33”	120	4.72”	140	5.51”
9	586	23.07”	605	23.82”	614	24.17”	633	24.92”
10	386	15.20”	415	16.34”	438	17.24”	458	18.03”

EPIC 26”

	SMALL		MEDIUM		LARGE		X-LARGE	
1	554	21.81“	589	23.19“	615	24.21“	641	25.24“
2	425	16.73“	425	16.73“	425	16.73“	425	16.73“
3	331	13.01“	331	13.01“	331	13.01“	331	13.01“
4	74°		74°		74°		74°	
5	70°		70°		70°		70°	
6	1060	42.73“	1096	43.15"	1124	44.25“	1152	45.35“
7	755	29.72“	765	30.12“	774	30.47“	790	31.10“
8	125	4.92“	135	5.31“	155	6.10“	185	7.28“
9	561	22.08“	571	22.48"	589	23.19“	618	24.33“
10	393	15.47“	425	16.73“	446	17.56“	464	18.27“

SHOCK SETUP

SETTING SAG

EPIC 26" / 29

Shock length (eye-to-eye): 187mm (7.36")

Shock stroke: 48mm (1.85")

Shock travel: 100mm (3.94")

Sag % / mm: 17-25% / 8-12mm

NOTE: See the attached charts for starting air pressures. or refer to the Sag-O-Tron decal on the side of the seat tube and link to dial in the sag. The charts and Sag-O-Tron are only a starting point, actual sag needs to be checked and adjusted on the bike, while riding, and at regular intervals. Please refer to your shock owner's manual for additional setup information

Turn the Brain Fade knob counter-clockwise (3/4 turn from full firm) to allow the shock to sag more easily. After setting the pressure, push the rubber ring up to the seal, sit on the bike gently, dismount, and measure sag.

SETTING COMPRESSION

Refer to the following air charts for the suggested amount of clicks or rotations based on terrain. All suggested settings count the clicks counter-clockwise from the firmest setting.

BRAIN FADE: Epic Brain Fade controls the Race Tune inertia valve damping. The blue knob adjusts Race Tune damping from firm (clockwise) to soft (counter-clockwise) and does NOT completely lock out the shock.

Backing off from full firm can help with tracking in loose terrain conditions while riding off camber sections or climbing. The soft setting can also help during lengthy downhill or rugged conditions where the rider may want the suspension active at all times.

SETTING REBOUND

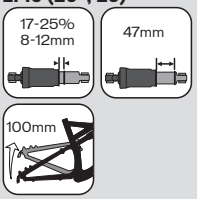
Set the rebound damping adjuster to rider preference. Refer to the air charts for suggest click ranges according to rider weight. Typically a slower rebound for slow speed, bigger hits to eliminate kickback, or faster rebound for higher speeds and smaller hits, so the suspension does not pack up and has time to rebound between bumps.

AIR CHART

LEGEND

Rebound: Counter-clockwise clicks from full firm		XC Race		Sag	
Compression: Counter-clockwise clicks from full slow		Smooth hardpack		Stroke	
		Trail riding		Travel	
		Downhill/Technical			

EPIC (26", 29)

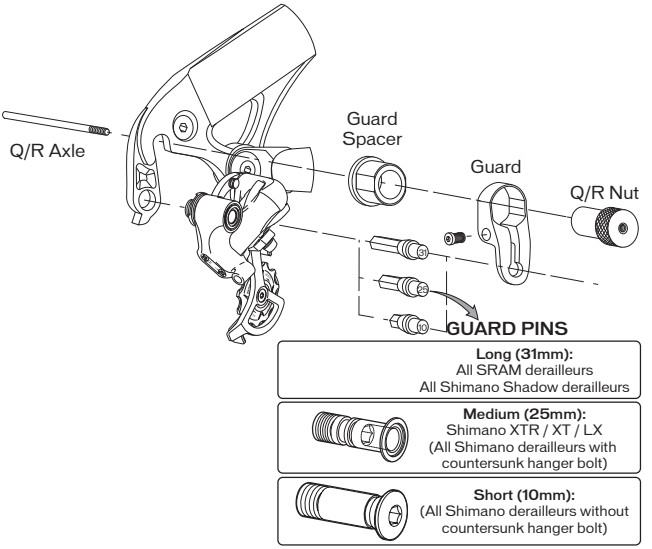


RIDER WEIGHT		BRAIN		
LBS	(KG)	PSI		
90	(41)	100	5-9	0 - 2
100	(45)	110		
110	(50)	120		
120	(54)	130		
130	(60)	140		
140	(64)	150	4-7	3 - Open
150	(68)	160		
160	(73)	170		
170	(77)	180		
180	(82)	190		
190	(86)	200		
200	(91)	210	0-5	3 - Open
210	(95)	220		
220	(100)	230		
230	(104)	240		
240	(109)	250		
250	(113)	260		
260	(118)	270	0-3	Open
270	(123)	280		
280	(127)	290		

DERAILLEUR GUARD

The Specialized Derailleur guard is available separately through your a Specialized Authorized Dealer. The guard works with solid or Q/R axle types and is compatible with all Mountain bike models using the Rev2 Alloy Mtn Derailleur Hanger (26" Epic with alloy rear triangle).

Guard Part#	9896-4030	Hanger Part#	9895-4021



Derailleur Guard Installation (Q/R option):

- Install rear derailleur on derailleur hanger.
- Place rear wheel in frame and install Q/R, with springs and without Q/R end nut.
- Insert appropriate derailleur guard pin in derailleur.
- Place guard sleeve in derailleur guard.
- Slide derailleur guard and sleeve over guard pin and Q/R.
- Install supplied Q/R nut and tighten Q/R.
- Torque guard pinch bolt to 80 in-lbf (9 N*m).
-

FRONT DERAILLEUR POSITION

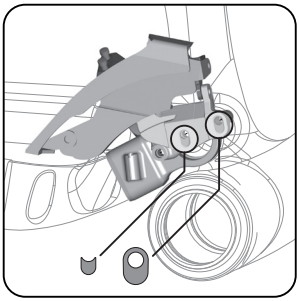
10-Speed front derailleurs

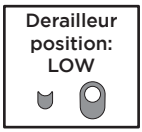
SRAM S3 DMD front derailleurs: No adapters necessary. Choose the derailleur based on the desired chainring size.

Shimano DMD front derailleurs: Choose the derailleur based on the desired chainring size.

- XTR FD-M985-E2: 38/40t chainrings
- XTR FD-M985-E: 40/42/44t chainrings (40t position will not work on models with 2nd generation DMD mount. For these bikes, use FD-M985-E2)

9-Speed front derailleurs



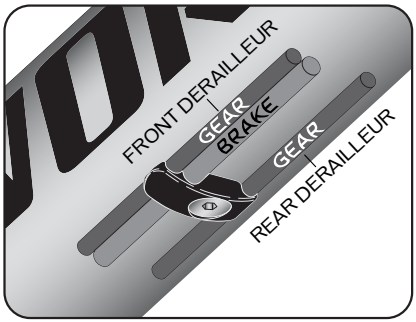


The front derailleur position is a starting point. Different front derailleurs may require a different mounting position. Adjust the position according to the front derailleur model to achieve proper positioning over the chainring.

142+ REAR AXLE

- Certain 29 and 26" Epic bike models are equipped with a 142+ rear axle system. This system requires the use of a 142+ or 142mm compatible wheel. For additional information regarding Roval 142+ compatible wheels, please refer to the Roval Hub Compatibility Guide (CG0327), available at www.specialized.com.

DOWN TUBE CABLE GUIDE INSTALLATION



Specialized Epic frames are equipped with bolt-on down tube cable guides. For proper housing placement and function, the hydraulic rear brake housing goes in the larger middle slot, the gear cables go on the outside.
NOTE: Only use 4mm gear housing.

Do not overtighten the guide bolts!

ACCESSORIES

- Specialized offers a chainguide that attaches to the DMD front derailleur mount on full suspension models and certain hardtail models. The chainguide is designed for single chainring setups up front and regular gears in back, to keep the chain on the chainring.
- Specialized also offers replacement chainstay protectors, available through a Specialized Authorized Dealer.

CARBON FRAME INSTRUCTIONS

The Specialized Epic Carbon frames utilize advanced composite materials that require particular care during assembly, storage and riding. This installation and care guide contains instructions and warnings, plus torque specifications. Assembling a complete bicycle is a complicated task requiring training and experience, only a trained and experienced bicycle mechanic should install components to this frame. Reference should also be made to Barnett's or some other comprehensive bicycle manual.

WARNING! Failure to follow these instructions may result in a catastrophic failure of the frame and/or its components while riding, which may result in serious personal injury or death.

WARNING! Bicycle assembly is an art which requires training and experience. Do not attempt installation of any component if you do not have experience and training as a bicycle mechanic.

To ensure the best assembly possible and to prevent any damage to the components or frame, follow all torque specifications. Please refer to the specific owner's manuals for each mating component's correct torque specifications. If the mating component's recommended torque exceeds the frame's recommended torque, use the lower torque spec. Due to torque considerations, not all components will be compatible.

WARNING! Failure to follow the torque specifications in this installation guide will void your warranty, but most importantly may result in damage to the frame which may not be visible. If the frame is damaged, this can result in loss of structural integrity.

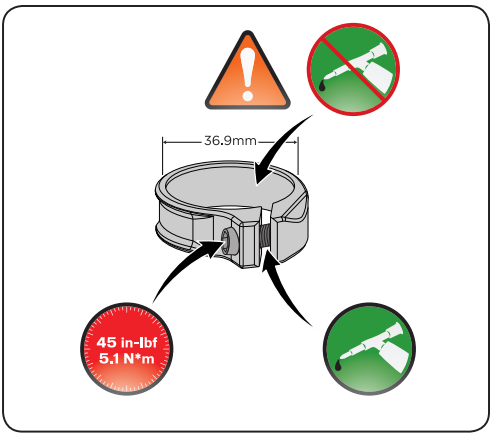
Bicycle components such as a handlebar, handlebar stem, seatpost, saddle, brakes, must be mutually compatible with each other, as well as the frame and the intended use. Any doubt regarding compatibility should be discussed with a Specialized Authorized Dealer.

WARNING! When placing the frame and/or bicycle in a repair stand, clamp the stand to the seatpost and not the frame. Clamping the frame can cause damage to the frame that may or may not be visible, which may impair the structural integrity of the frame.

SEATPOST

Refer to your seatpost owner's manual prior to installation. Specialized Mountain frames have a 30.9mm seatpost diameter and require that the seatpost have a tolerance of 30.78mm to 30.95mm. **Do not grease the inside surface of the carbon seat tube!**

The Epic Carbon frames use a bolt-style seatpost clamping mechanism. Since the components of this assembly are in direct contact with carbon fiber, pay special attention to ensure proper tightness for the seatpost when correctly tightened to specifications.



TECH TIP: Specialized recommends the application of carbon assembly compound (or carbon paste) between the seat tube and seatpost to increase friction. See a Specialized Authorized Dealer if you have any questions.

WARNING! Do not extend the seatpost above the minimum insertion line. Extension beyond the minimum insertion line can result in failure, causing serious injury or death.

WARNING! Do not pull down on the down tube derailleur cables to pre-stress the cables. This can cause damage to the cable guides.

Your Specialized frame does not require any bottom bracket or head tube pre-installation preparation. All surfaces are already prepared from the factory, with the exception of greasing the bottom bracket threads and head set cups.

BOTTOM BRACKET

Threaded Bottom Bracket: Ensure that the Bottom Bracket shell threads are clean and greased prior to installation. It is acceptable to chase the bottom bracket shell threads if necessary. **Recommended torque is 442 in-lbf (50 N*m).**

Oversized Bottom Bracket: Do not face the bottom bracket shell. Please refer to the carbon crank instruction guide (IG0276 - Crankset - Carbon MTB Crankset) for assembly instructions and compatible tools. For crank compatibility specifications, please refer to the carbon crank compatibility guide (CG0308 - Bottom Bracket - Oversized MTB Bottom Bracket). All documents are available at www.specialized.com.

HEADSET INSTALLATION / REMOVAL

Grease bearing surfaces before installation. Specialized mtn carbon frames use a 48mm (41.8mm x 8mm x 45°) Campagnolo Standard compatible top and 1.5" (52mm x 7mm x 45°) bottom bearing. Ensure that replacement bearings are compatible with the Specialized headset specification. No tools are needed for installation or removal of both bearings.

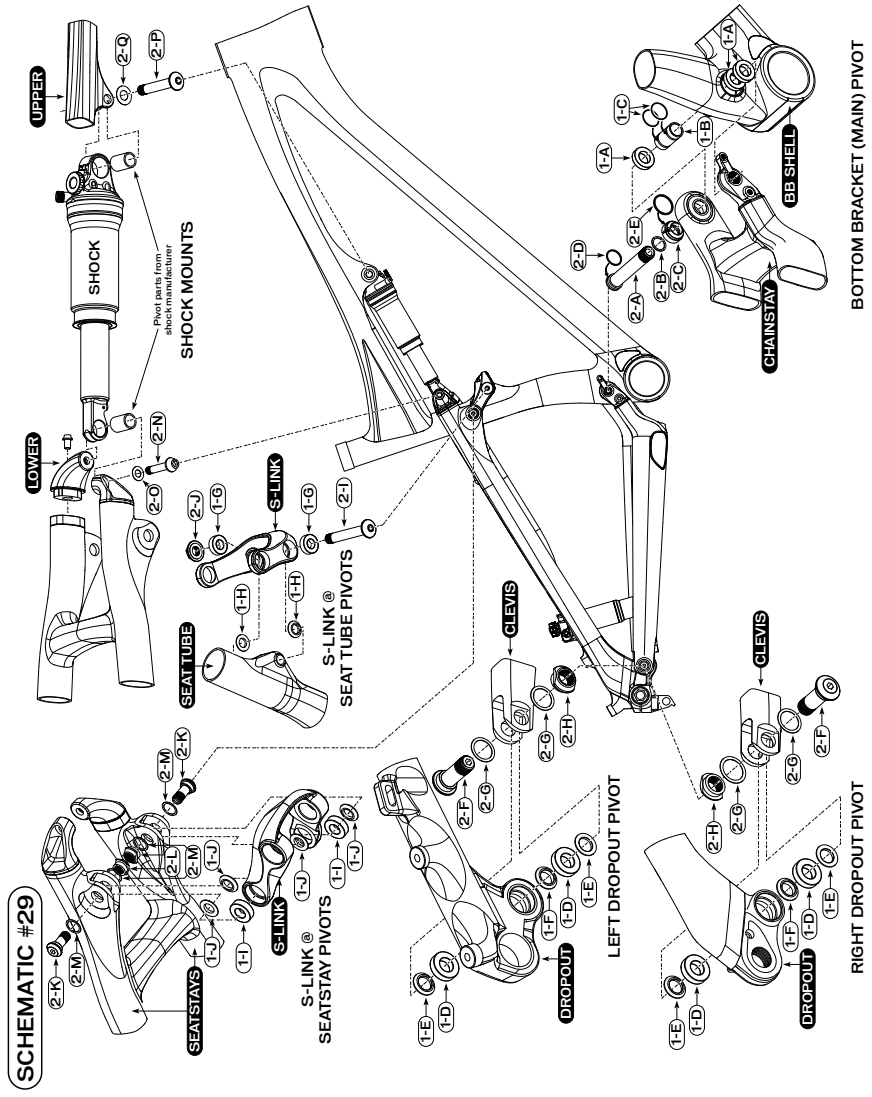
RECOMMENDED COMPONENT TORQUE SETTINGS

- **Front derailleur (cable):** 44 in-lbf (5.0 N*m).
- **DMD bracket (Direct Mount Derailleur):** 30 in-lbf (3.4 N*m).
- **Rear derailleur:** 70 in-lbf (7.9 N*m). Ensure that threads are clean prior to installation.
- **Seat collar:** 45 in-lbf (5.1 N*m).
- **Water bottle cage:** 35 in-lbf (4.0 N*m).

WARNING! Great care should be taken to not damage carbon fiber or composite materials, including the frame and any carbon fiber or composite components. Any damage may result in a loss of structural integrity, which may result in a catastrophic failure. This damage may or may not be visible in inspection. Before each ride, and after any crash, you should carefully inspect your bicycle for any dents, fraying, gouging, scratches through the paint, chipping bending, or any other signs of damage. Do not ride if your bicycle shows any of these signs. After any crash, and before you ride any further, take your bicycle to a Specialized Authorized Dealer for a complete inspection.

FRAME SCHEMATIC (Carbon stays)

Schematic #29 is specific to Epic models with carbon chainstays and seatstays.



NOTE - Bearing and Bolt Kits are available only through a Specialized Authorized Dealer. To retain your warranty and for your safety, all maintenance should be performed by a Specialized Authorized Dealer.

FRAME PIVOT SPECIFICATIONS (Carbon stays)

The Epic bolt kit is specific to models with either carbon or alloy rear triangles.

NOTE: All pivot bolt threads require blue threadlocker.

BEARING KIT PART # 9891-5250

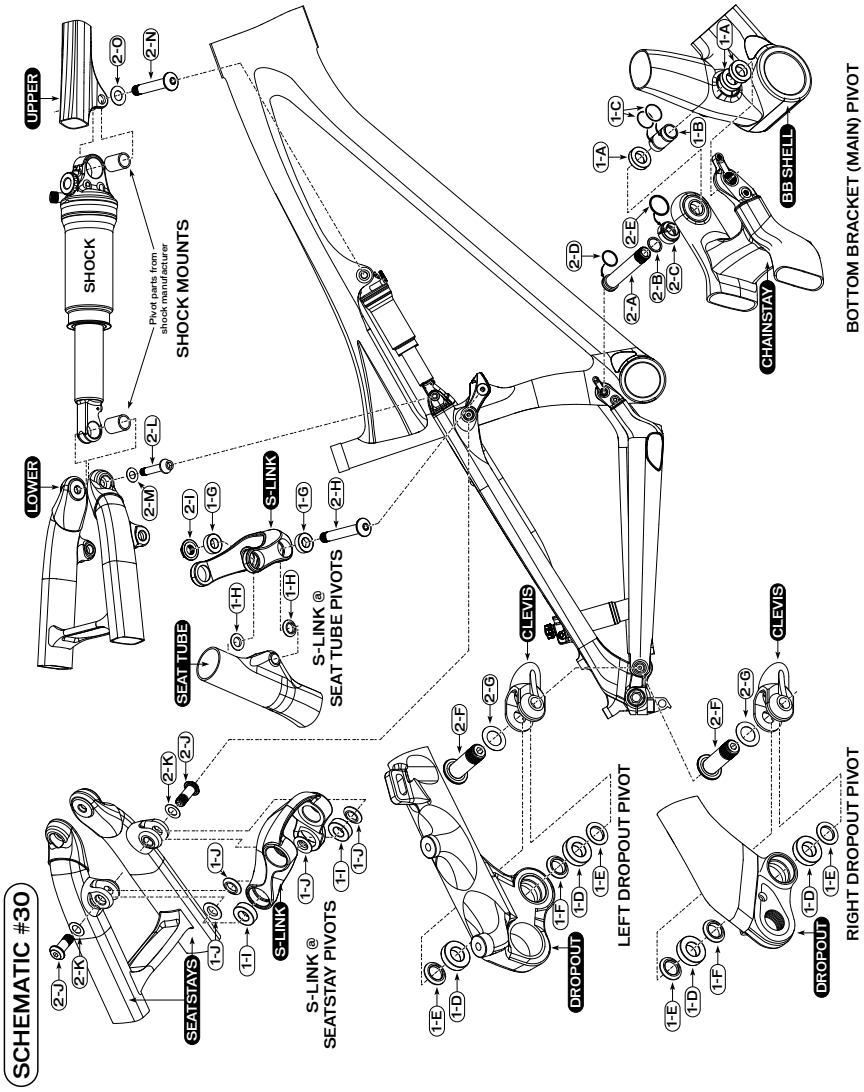
ITEM #	LOCATION	PART	QTY	SPECIFICATION					
					MODEL	Ø OD	Ø ID	WIDTH	
1-A	Bottom Bracket	Bearing	3	Steel	6801V-2RS	21	12	5	
1-B		Sleeve	1	Aluminum		12.2	15	32.5	
1-C		O-ring	2	Rubber		19.2	14	2.6	
1-D	Dropout	Bearing	4	Steel	6800-2RS	19	10	5	
1-E		Spacer (Outer)	4	Aluminum		18	10.1	1.5	Chamfer
1-F		Spacer (Inner)	2	Aluminum		16.5	10.1	4	Chamfer x 2
1-G	S-Link @ Seat Tube	Bearing	2	Steel	688-2RS	16	8	5	
1-H		Spacer	2	Aluminum		14	8	2	Chamfer
1-I	S-Link @ Seatstay	Bearing	2	Steel	688-2RS	16	8	5	
1-J		Spacer	4	Aluminum		14	8	2	Chamfer

BOLT KIT PART # 9891-5256 (Carbon chainstay and seatstay)

ITEM #	LOCATION	PART	QTY	SPECIFICATION									
					Ø OD	Ø ID	WIDTH	THREAD	mm		mm		in-lbf N*m
2-A	Bottom Bracket	Axle	1	Aluminum				12	66	Chamfer	5	Allen Hex	160 - 180
2-B		Axle washer	1	Steel	15.4	12.5	0.7						
2-C		Axle cone	1	Aluminum	20	12	10.5						
2-D		Axle o-ring	1	Rubber	14	10	2						
2-E		Axle cone o-ring	1	Rubber	19.6	13.8	2.4						
2-F	Dropout	Bolt (with shoulder)	2	Aluminum				10	25.5		4	Allen Hex	120 - 140
2-G		Nut (with shoulder)	2	Aluminum	17			10	6.7		13	Open Wrench	
2-H		Washer	4	Steel	17	13.2	0.3						
2-I	S-Link @ Seat Tube	Bolt	1	Aluminum				10	14.5		5	Allen Hex	120 - 140
2-J		Nut	1	Aluminum	15.7			8	4.5		11	6pt Socket	
2-K	S-Link @ Seatstay	Bolt (with shoulder)	2	Aluminum				8	17		4	Allen Hex	70 - 90
2-L		Nut (with shoulder)	2	Aluminum	15			8	7		12	Open Wrench	
2-M		Washer	4	Steel	14	11.2	0.2						
2-N	Lower Shock Eye	Bolt	1	Titanium				6	30		5	Allen Hex	60 - 70
2-O		Washer	1	Steel	12	6.2	0.5						
2-P	Upper Shock Eye	Bolt	1	Aluminum				8	32.5		4	Allen Hex	70 - 90
2-Q		Washer	1	Steel	12.5	8.4	0.5						

FRAME SCHEMATIC (Alloy stays)

Schematic #30 is specific to Epic models with alloy chainstays and seatstays.



NOTE - Bearing and Bolt Kits are available only through a Specialized Authorized Dealer. To retain your warranty and for your safety, all maintenance should be performed by a Specialized Authorized Dealer.

FRAME PIVOT SPECIFICATIONS (Alloy stays)

The Epic bolt kit is specific to models with either carbon or alloy rear triangles.

NOTE: All pivot bolt threads require blue threadlocker.

BEARING KIT PART # 9891-5250

ITEM #	LOCATION	PART	QTY		SPECIFICATION					
					MODEL	Ø OD	Ø ID	WIDTH		90°
1-A	Bottom Bracket	Bearing	3	Steel	6801V-2RS	21	12	5		
1-B		Sleeve	1	Aluminum		12.2	15	32.5		
1-C		O-ring	2	Rubber		19.2	14	2.6		
1-D	Dropout	Bearing	4	Steel	6800-2RS	19	10	5		
1-E		Spacer (Outer)	4	Aluminum		18	10.1	1.5	Chamfer	
1-F		Spacer (Inner)	2	Aluminum		16.5	10.1	4	Chamfer x 2	
1-G	S-Link @ Seat Tube	Bearing	2	Steel	688-2RS	16	8	5		
1-H		Spacer	2	Aluminum		14	8	2	Chamfer	
1-I	S-Link @ Seatstay	Bearing	2	Steel	688-2RS	16	8	5		
1-J		Spacer	4	Aluminum		14	8	2	Chamfer	

BOLT KIT PART # 9891-5255 (Alloy chainstay and seatstay)

ITEM #	LOCATION	PART	QTY		SPECIFICATION									
					Ø OD	Ø ID	WIDTH	THREAD	mm	90°	mm			in-lbf N*m
2-A	Bottom Bracket	Axle	1	Aluminum				12	66	Chamfer	5	Allen Hex	160 - 180	
2-B		Axle washer	1	Steel	15.4	12.5	0.7							
2-C		Axle cone	1	Rubber	20	12	10.5							
2-D		Axle o-ring	1	Aluminum	14	10	2							
2-E		Axle cone o-ring	1	Rubber	19.6	13.8	2.4							
2-F	Dropout	Bolt	2	Aluminum				10	29.5		4	Allen Hex	120 - 140	
2-G		Washer	2	Steel	17	10.2	0.3							
2-H	S-Link @ Seat Tube	Bolt	1	Aluminum				10	14.5		5	Allen Hex	120 - 140	
2-I		Nut	1	Aluminum	15.7			8	4.5		11	6pt Socket		
2-J	S-Link @ Seatstay	Bolt	2	Aluminum				8	18		4		70 - 90	
2-K		Washer	2	Steel	13.8	8.1	0.3							
2-L	Lower Shock Eye	Bolt	1	Titanium				6	42.5		5	Allen Hex	60 - 70	
2-M		Washer	1	Steel	10.5	6.2	0.5							
2-N	Upper Shock Eye	Bolt	1	Aluminum				8	26.5		4	Allen Hex	70 - 90	
2-O		Washer	1	Steel	12.5	8.4	0.5							

SETUP DATA

DATE						
RIDER WEIGHT						
FORK PSI						
FORK REBOUND DAMPING (# of clicks from full slow)						
FORK COMPRESSION DAMPING (# of clicks from full firm)						
SHOCK PSI						
SHOCK REBOUND DAMPING (# of clicks from full slow)						
SHOCK COMPRESSION DAMPING (# of clicks from full firm)						

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